



# THE WILSONIAN SAILING CLUB MAGAZINE

Number 26

Autumn/Winter 1983

WILSONIAN SAILING CLUB  
Hoo, Kent.

Commodore:  
Christopher Stevens  
15, Quentia Road,  
Lewisham,  
London SE13.  
Tel: 01. 852. 2958

Secretary:  
John Smith  
554, Princess Road,  
Dartford, Kent.  
Tel. Dartford 78927

The magazine of the  
Wilsonian Sailing Club is  
called 31½ because the club's  
old headquarters, the barge  
"Wilsonian", was moored  
halfway between navigation  
buoys 31 and 32.

Editor:  
Terry Wright  
12, Tradescant Drive,  
Meopham, Kent  
Tel: Meopham 812361

## MY SINCERE THANK'S..

to all those members who have contributed to this issue of 31½ and also to those who kindly offered to assist with the production.

I am pleased to report that my comments expressed in the last issue have had the desired effect and although not exactly overwhelmed with contributions, the response has been encouraging.

### PLEASE KEEP UP THE GOOD WORK!

\*\*\*\*\*

31½ or 31¾? Now that faithful old "Wilsonian" has been used officially for the very last time, the occasion being the Fish and Chip supper and get together on 29th October, which by all accounts was a great success, perhaps we should re-title the magazine since the new shore based clubhouse is a few yards further upstream.

\*\*\*\*\*

I have always had a soft spot for the Mirror dinghy, and so was sorry to hear that due to poorly supported racing turnouts, they have, together with the Toppers, lost their Fleet status and will race in the slow handicap fleet in 1984. Considering there were some 25 + Mirrors and 10 Toppers in the dinghy park this season it seems particularly regrettable although I suppose inevitable, as articles and letters appeared in the very first two editions of 31½ in early 1977, concerning "the demise of the Mirror".

There were then some 70 Mirrors in the Club but Chris Stevens, Fleet Captain, complained that ONLY (!) 25 boats took part in the W.S.C. Open. In 1983 there was no Open but at the Invitation Meeting on Oct. 2nd only one solitary WSC Mirror sailed with the six visitors from SEEGAS and MAIDSTONE SC's.

# RACING AND FLEET NEWS

## GP 14

Alan Smith

Hurt by the barbed comments of the Editor (Rubbish!), regarding the lack of contributions to our club magazine I feel it is time that those members who care to read it might wish to be brought up to date on our activities and results so far this season.

My last contribution left a cliff-hanger on the outcome of the Spring Points series. The result was decided on the last day of the series with David Blyth sailing "After Hours" in first place and Nick Leicester and Ian Parris sharing the honours for second place.

The next competition to be decided was the Whitsun Cup which David Blyth won, overcoming a slight hiccup in the first race by winning the next three races, Mike Doherty showing equal consistency by coming second in all four races, and second overall, followed by Dereck Cummings in third place.

Mike Doherty achieved a splendid win in the South Kent race. The weather conditions were ideal for GP14's and apart from Mike, other GP14's were well in contention throughout the race. David Blyth might have improved on 5th place if he had'nt decided to go walkabout on one of the islands-some miserable excuse about spinnaker problems was offered.

Modesty prevents a detailed account of the Early Summer Points series but only one point seperated the first three boats with David Blyth and Keith Lennox close on my transom.

Our Open Meeting on the 14th August was again cursed by light to non existent winds but a total of 24 boats competed, including 12 visitors, one of whom, Richard Ham of King George SC. was the overall winner. As some of you will be aware our future participation in the London and South East Area Travellers Trophy is in doubt and I would like to hear from those of you with strong views (or any view!) either way on this subject. Personally I welcome the opportunity to meet and sail against other GP sailors but I know that some of you are equally just as happy with our club racing- comments please.

The Late Summer Points series also produced a tight finish over 10 races with five different boats winning individual races. However, the only person who sailed every race was David Blyth and after discarding the odd 3rd and 4th place, again gained 1st place overall beating Mike Doherty into 2nd place by a  $\frac{1}{4}$  of a point. 3rd place went to Richard Jordan who having got his "A" levels out of the way, has strung together some good results including winning the Autumn Cup. For this the same names appear in the frame but in slightly different order, with David Blyth in second place and Mike Doherty third. (The Autumn Cup also saw the return to racing of our ex-club Secretary, Peter Bolton. I can vouch for the fact that he lacks practice! Comeback soon Peter, I have a paint brush ready for you).

This now leaves us with the Autumn Points series to complete and I hope that it will produce as close a set of results as all the other points series.

Finally, congratulations to Ian Parris on winning the Leigh Trophy and to Neil Hancock and Andy De'Ath for their second and third places in the Junior Handicap.

# HANDICAP FLEET

Barry Cann

Although the fleet was much smaller this year as the Lasers now have fleet status, some keen competition was enjoyed by the Tasars. Sadly only four other boats turned out occasionally, namely Wayfarer, Firefly, Streaker and Solo. No sign of Graduates even though we have several in the club-Where are the Grad sailors?

The SPRING POINTS results were as follows:-

1st	Derek McAuley	Tasar	742	Taizes Vous
2nd	Jim Tyler	Tasar	1261	Bound to be Last
3rd	Barry Cann and Mike Christmas	Tasar	716	Good Life
4th	John Reed	Wayfarer	5187	Mr Tim

The EARLY SUMMER POINTS results were as follows:-

1st	Derek McAuley	Tasar	742	Taizes Vous
2nd	Jim Tyler	Tasar	1261	Bound to be Last
3rd	Peter Sutherland	Tasar	998	Pentasara
4th	Arthur Philips	Tasar	1277	Cosmetic Blemish
5th	Steve Delacourt	Tasar	1283	
6th	?????? Name please!	Firefly	2773	
7th	Barry Cann and Mike Christmas	Tasar	716	Good Life
8th	Terry Wright	Streaker	1064	Ethel!
9th	Eric Percy	Solo	2072	

The LATE SUMMER POINTS were as follows:-

1st	Jim Tyler	Tasar	1261	Bound to be Last
2nd	Derek McAuley	Tasar	742	Taizes Vous
3rd	John Reed	Wayfarer	5187	Mr Tim
4th	Steve Delacourt	Tasar	1283	
5th	Barry Cann and Mike Christmas	Tasar	716	Good Life
6th	Arthur Phillips	Tasar	1277	Cosmetic Blemish
7th	{ Peter D'Costa	Tasar	251	
	{ Peter Sutherland	Tasar	988	Pentasara

The AUTUMN POINTS results were as follows:-

1st	Derek McAuley	Tasar	742	Taizes Vous
2nd	Arthur Phillips	Tasar	1277	
3rd	Barry Cann and Mike Christmas	Tasar	716	Good Life
4th	Steve Delacourt	Tasar	1283	

My congratulations to Derek McAuley for winning the FEMCO SHIELD for best overall performance. This was competed for by 12 boats (compared with 9 "non-Lasers" last year), Martin Jones sailing Laser 52340 is the current holder from the 1982 season. The results based upon our long series events are:-

1st	Derek McAuley	Tasar	742	(6.25)
2nd	Barry Cann and Mike Christmas	Tasar	716	(18.75)
3rd	Jim Tyler	Tasar	1261	(20.75)
4th	Steve Delacourt	Tasar	1283	(30)
5th	Arthur Phillips	Tasar	1277	(36)

Cont.

6th	John Reed	Wayfarer	5187	(37)
7th	Peter D'Costa	Tasar	251	(45)
8th	Peter Sutherland	Tasar	988	(46)
9th	{ Terry Wright John Vinson	Streaker	1064	(51)
		Mirror 16	137	(51)
11th	?????????	Firefly	2773	(54)
12th	Eric Percy	Solo	2072	(57)

The COMMODORES TROPHY was contested by 60 boats this year, and a full report appears elsewhere in 31½ by Bob Jones. The high note of the season for our fleet was achieved with 3 Tasars and John Vinson's Mirror 16 being placed in the first 11.

As my harmonious partnership with Mike Christmas ends this year (he and Grace will have their own Tasar for next season) our achievement this year of two firsts and a third to count will be very hard for us to match again, the culmination of 14 years Of Wilsonian sailing! The best handicap fleet results were:-

1st	Barry Cann and Mike Christmas	Tasar	716	Good Life
7th	Derek McAuley	Tasar	742	Taizes Vous
8th	John Vinson	Mirror 16	137	
11th	Jim Tyler	Tasar	1261	Bound to be Last

Next year the Tasar Open will be held on 17th June and will be run by the Laser fleet. We in turn will run the Laser Open on 19th May.

The end of season Handicap Fleet Social Evening, held in conjunction with the Laser and Fireball Fleets, was a great success thanks to the splendid turn out by all concerned.

The Venue was the Rose and Crown at Wrotham where our special guests from the Community Enterprise Programme were Senior Supervisor Gerard Edwards with his wife Mary, and Tim White site supervisor. The Club owes them both a considerable debt of gratitude for the great efforts they have put into the new Clubhouse on our behalf, our invitation was a small gesture of appreciation.

My wife Linda presented the prizes for the first three places of the Long Series races, whilst Max Carnegie-Jones and Tom Keenan did the honours for the Fireball and Laser fleets. With the division of the Handicap Fleet next year into Slow (PY 121 and over) and Fast (PY 120 and under) sections, new Fleet Captains and deputies are required. Yours truly was duly elected Fleet Captain again with Brian Saunders (Fireball) as Vice Captain. As representation of the Slow Handicap fleet at the meeting was small, it was considered undemocratic to attempt to elect a Captain and Vice Captain, nominees for these posts are therefore invited, see elsewhere in this issue.

Colin Booth was elected as the new Laser Fleet Captain, Tom Keenan having stepped down. Colin's deputy is Geoff Jervis. Geoff Maskall bade farewell to the Club as he wants to concentrate his sailing down at Brighton.

I am delighted to say that the growth of the Tasar Fleet (from 6 to 10 at the end of season) is continuing strongly with several club members getting a Tasar for next season. In fact John and Judy Vinson have just bought theirs (1263). I am now confident from responses to my recent campaigning that we have excellent prospects of increasing from 10 to 20 by the end of next season. Would any club member interested in trying out a Tasar let me, Jim Tyler or Derek McAuley know, we will always be pleased to give you a sail, helm or crew!

# LASER

Colin Booth

Having been thrown in at the deep end, and at rather short notice, these race results for the 1983 season are of necessity somewhat brief and incomplete, however, bear with me, I shall do better next year with the support of Geoff Jervis and the rest of the Laser Fleet.

## SPRING POINTS

1st	Martin Jones
2nd	Chris Gregson
3rd	Tom Keenan
4th	Gordon Belcher
5th	Geoff Jervis
6th	Ken Crundwell

## EARLY SUMMER POINTS

1st	Chris Gregson
2nd	Martin Jones
3rd	Tony Mason
4th	Geoff Jervis
5th	Carl Palmer
6th	Colin Booth

## LATE SUMMER POINTS

1st	Chris Gregson
2nd	Martin Jones
3rd	Geoff Jervis
4th	Roger 'Burns
5th	David Reed
6th	Tony Mason

## AUTUMN POINTS

1st	Reg Kuhn
2nd	Chris Stevens
3rd	Colin Booth
4th	Carl Palmer
5th	P ? Belcher
6th	Chris Gregson

# ENTERPRISE

Dave Vettergreen

Firstly, sincere apologies for this somewhat abbreviated and terse summary of our last three points series, the reason being my absence abroad in far away Korea. Hopefully the results are correct, they having been hastily put together from results recorded in the Race Box Race Book - you have no idea what some Race Officers handwriting is like! Seriously though, their lov'ly fella's -everyone.

## LATE SUMMER POINTS

1st	20175	Fallout	Dave Vettergreen
2nd	4949	Clementine II	Martin Smith
3rd	20056	Glissando	Ray Fryatt

## AUTUMN CUP

1st	19261	Solid Air	John Bradley
2nd	13971	Biddy B	Keith Jeremiah
3rd	( 4949 ( 4660	Clementine II Bounty	Martin Smith Harry Kinder

## AUTUMN POINTS

1st	20056	Glissando	Ray Fryatt
2nd	13971	Biddy B	Keith Jeremiah
3rd	4949	Clementine II	Martin Smith

STOP PRESS The HOO FREEZER will be on 18/19th Feb. sponsored by Gransden Marine. Both starts at 1230. Would members intending to compete please let Barry Cann know so he can arrange our 3 boat Club and/or Class teams, also any crews or helms looking for partners!

# TASAR NATIONALS

Barry Cann.

Four Wilsonian Tasars competed in the National Championship this year which was held at Whitstable Yacht Club over the three days August Bank Holiday weekend. Mike Hobin and Keith Lockey of Fisons Sailing Club sailing 1242 "Betty Boop" excelled in the testing conditions to win the championship with a clean sweep of four wins from the five races sailed.

The 20 entries from nine clubs revelled in the steady North Easterly winds which built up considerable seas particularly on Sunday and Monday. The venue was shared again with the 470's who had 26 boats entered for their National Championships.

On Saturday the two races were sailed in brilliant sunshine and force 2-3 winds. Barry Cann and Mike Christmas in 716 were best placed with 6th and 13th, whereas



"Good start on starboard for 716 in race 5 in North Easterly force 3-4"

Carl Palmer and Tom Keenan in 1269 started well but dropped to 18th in each race. They agreed that making a Tasar go in stiff competition needs practice and a better understanding of the rig. They improved throughout the meeting and scored a notable 7th in the last race. Derek McAuley managed 12th and 15th which was poor for him.

On Sunday a squall blew over just before the start of the morning race and filled in as a 5-6 wind with six foot steep breaking waves. The race officer abandoned for both Tasars and 470's and the four mile reach back to shore was more than enough of a challenge. The afternoon's race was inshore and provided a severe test for the five boats which bravely started, Derek and Carl included.

The Wilsonian boats did best in Monday's Race Five and Six with Barry Cann and Mike Christmas managing 5th and 4th. Derek finished 4th in the morning race, but was unfortunately disqualified for not taking his safety tally which distorted his final position.

Steve Delacourt who returned to sailing this year and only bought his Tasar in June did quite well on Saturday ably crewed by Gordon MaClay, but found the big waves very difficult on Monday.

Our final placings from 20 entries were:-

			<u>Points</u>	<u>Position</u>
716	Good Life	Barry Cann and Mike Christmas	48.7	8th
1269		Carl Palmer and Tom Keenan	78	11th
742	Taisez Vous	Derek McAuley and Bob Dutton	93	16th
1283		Steve Delacourt and Gordon MaClay	100	19th

## Tasar Open

Barry Cann

We were delighted to welcome Frank Bethwaite, the Tasar's designer from Sydney Australia, as our guest of honour at the 3rd July Tasar Open. Six visitors joined the nine home fleet boats for the three race event. Brilliant sunshine with light variable winds throughout the day tested skills on tide tactics and wind shifts.

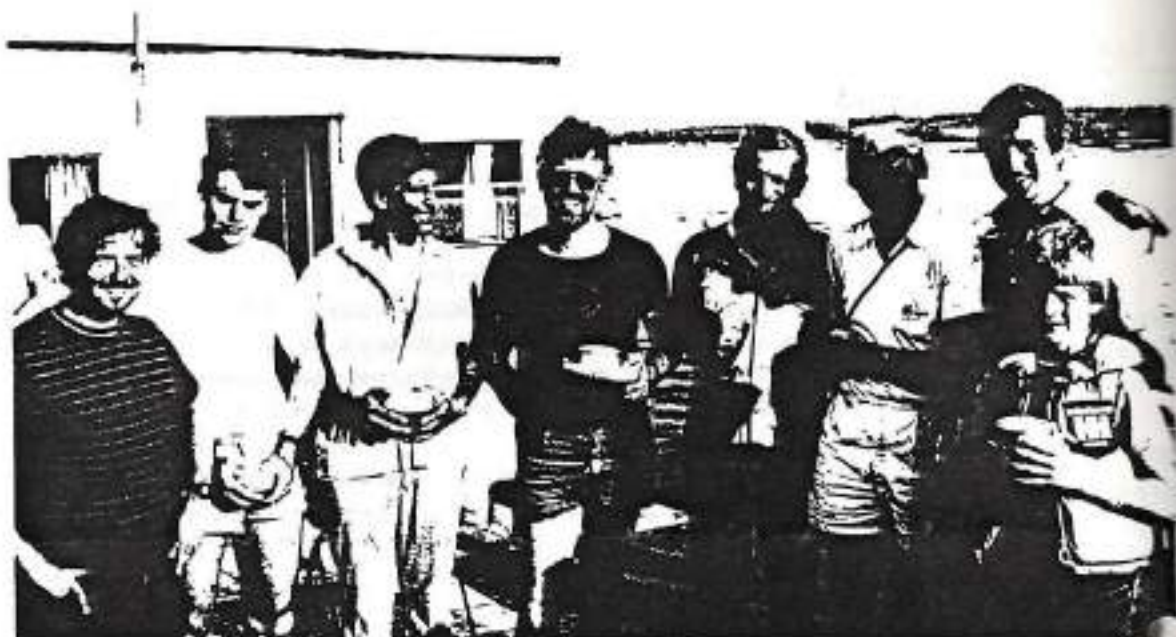
In Race 1 Barry Cann (716) rounded the upstream mark first and steadily increased his lead over the long course to buoy 23 and back. Ivan Labrum (1282) and Wynn Evans (1109) also got clear of the fleet.

Race 2 was over a shorter lapping course in view of the intermittent breezes. Alan Davison (1309) and his young son Ben excelled in the tricky conditions to win from Barry Cann with Derek McAuley (742) third.

Race 3 also enabled Alan Davison to shine in the light conditions and he just managed to pip Derek McAuley on the line with Terry Wilson (274) achieving third.

Frank Bethwaite crewed in two races and gave an impromptu talk on the ways U.K. sailors should improve their boat handling and sail trim, with special regard to tacking downwind. The Club's Rear Commodore Clive Grindley awarded the excellent pottery prizes to the first six boats. Alan Davison gave a vote of thanks to the Club for a most enjoyable day.

Cont.



From left to right. M. Christmas S. Fielding D. McAuley B. Cann C. Grindley Frank Bethwaite Alan and Ben Davison, overall winners. Photo by David L...

Overall Results

1st	1309	"Fizzical"	Alan and Ben Davison (Thorpe Bay S.C.)
2nd	716	"Good Life"	Barry Cann and Mike Christmas (W.S.C.)
3rd	742	"Tases Vous"	Derek McAuley and Simon Fielding (W.S.C.)
4th	274	"Teaser"	Terry and Teresa Wilson (Rowhedge S.C.)
5th	1109	"Shadowfax"	Wynn Evans and Tony Baker (Hoo Ness Y.C.)
6th	1282	"Zeos II"	Ivan Labrum and Craig Tranter (Queen Mar...)
*****			
7th	1184	"Flaschen Past"	Roland Gregor and R. Shaw (Worthing Y.C.)
8th	1086	"RU2"	Breedon Jones and C. Milward (W.S.C.)
9th	988	"Pentasar"	Peter and Jeremy Sutherland (W.S.C.)
10th	251	"Nice Legs"	Peter D'Costa and Debbie Purnell (W.S.C.)
11th	1261	"Bound to be Last"	Jim Tyler and Tony Ticombe (W.S.C.)
12th	1283	-	Steve Delacourt and Richard Jermyn (W.S.C.)
	1243	"OAP"	Tony and Ann Liles (Medway C.C.)
13th	1269	-	Bob Dutton and Paul Bew (Wilsonian S.C.)
	1277	-	Arthur Phillips and G. Dynond (W.S.C.)

**COMMODORES/LAYING UP CUP** Bob Jones

The last two weeks of the season could have not been more different from each other. On 16th October - Commodores 5, wind South West force 5 + gusty, gave exciting sailing over several laps of a short course sailed at high speed - when not capsized! The race was won by Barry Cann in his Tasar to give him the series, just ahead of Ray Fryatt in his Enterprise. This years results were very close for the first five places which included Tasar, Enterprise, GP14, Mirror 16 and once again Ron Jordan's well sailed Topper.

Commodores 1.			Commodores 2		
1st	Enterprise	Ray Fryatt	1st	Enterprise	Ray Fryatt
2nd	Tasar	Derek McAuley	2nd	Enterprise	D. Vetter
3rd	Tasar	Barry Cann	3rd	Miracle	D. Mack

Commodores 3

1st	Topper	Ron Jordan
2nd	Enterprise	Ray Fryatt
3rd	GP14	Mike Doherty

Commodores 4

1st	Tasar	Barry Cann
2nd	GP14	Mike Doherty
3rd	Topper	Ron Jordan

Commodores 5

1st	Tasar	Barry Cann
2nd	Enterprise	Ray Fryatt
3rd	GP14	Mike Doherty

So it can be seen that the steady consistency of Barry Cann and Ray Fryatt paid dividends in the final analysis.

All those who took part in the final race of the series could really consider themselves "true grit" sailors as some hair raising sailing was to be witnessed from the shore as the fleet beat upstream to round 32, in company with a large sand dredger!, followed by a screaming run back to 31 leaving the dredger in their wakes, and several boats apparently sailing by the lee. Ron Jordan in his Topper was seen to catch up and hold some GP14's with their spinnakers up!

As a complete contrast, the final event of the season, the Laying Up Cup, was held in light fickle breezes during the morning and afternoon of the 23rd October. For some it proved to be a frustrating days sailing, at one point you could be very well placed only to find yourself not long after trailing at the rear.

The boredom was enlivened more than somewhat during the afternoon in the vicinity of buoy 28 by the arrival at speed of a largish German coaster, the "Lena II". Ignoring the by now frantic whistle blowing from the coaster, several members continued to round 28 and sail accross the buoyed channel. The "Lena II" appeared to slow down and as a result possibly lost some steerage way as she was seen to hit buoy 28 with her starboard quarter. MEMBERS ARE REMINDED THAT COMMERCIAL VESSELS HAVE RIGHT OF WAY IN THE BUOYED CHANNEL AND EVEN IF THEIR IS NO WIND IT IS THEIR RESPONSIBILITY TO GET CLEAR, IF NECESSARY BY PADDLING.

In the end the event became a Laser benefit with Carl Palmer mastering the conditions to win, with Chris Gregson (Laser) second, Derek McAuley (Tasar) third and Geoff Maskall having his last sail with our Club, fourth(Fireball).

1984 SEASON - First race 25th March - SEE YOU THEN, IF NOT BEFORE AT ONE OF THE WORKING PARTIES, SECOND SUNDAY EVERY MONTH, next one Dec 11  
\*\*\*\*\*

## Lost and Found

Found on "Wilsonian" in the kitchen, a ladies wrist watch. For further details please contact Judy Vinson (Swanley 62069)

Also found on "Wilsonian", a pair of Bi-Focal spectacles and three pairs of sunglasses. Please contact John Smith (Dartford 78927) if you think they belong to you.

## Small Ads.

FOR SALE, Laser No. 8273. Complete with cover and trailer in good condition and includes brand new and unused topmast. £300

Contact Peter Isaac Medway 713408

# Situations Vacant

WANTED. A CAPTAIN AND VICE CAPTAIN FOR THE SLOW HANDICAP FLEET, that is PY121 and over.

You don't have to have the sailing ability of Rodney Pattison (Rodney who?) or Dennis Conner, nor is an encyclopedic knowledge of the racing rules necessary.... no, the prime requisite is BOUNDLESS ENTHUSIASM!

With a bit of effort the fleet could provide good close racing next year among a wide variety of boats with closely matched PY numbers IE. Solo (PY122), (Firefly PY123), Streaker (PY124), Graduate (PY124), Pacer (PY126), Mayfly (PY126), Topper (PY136), Heron (PY144) and Mirror (PY146).

The duties include setting the race courses, writing up the results sheet for the class and of course, contributing the occasional "Class Newsletter" to "31½"! Advice and guidance will be forthcoming from the other Captains and the Sailing Secretary (when we get one!) see below. If interested please contact Barry Cant (Maidstone 812134) or Bob Jones (Medway 719193).

## WANTED. A PERMANENT SAILING SECRETARY.

Surprising as it may seem, the W.S.C. whose proud boast it is that we are the best dinghy sailing club on the Medway, does not have a permanent Sailing Secretary.

Clive Brewer and Bob Jones have been ably soldiering on for the last season on a temporary basis, since no one offered to take up the post at the start of the season. Bob in his time has been Mirror Fleet Captain, Fireball Fleet Captain, Sailing Sec; currently serves on umpteen W.S.C. sub committees and is also Vice Commodore so its high time someone gave him a break and let him enjoy some sailing.

Details of what the post involves can be had from former Sailing Secretary Chris Stevens (01.852.2958) or of course Bob (Medway 719193) both of whom will naturally be pleased to assist the newcomer.

## LETTERS



I'd just like to thank a few of the people who have made my first season at the Wilsonian not only enjoyable but eventful.

Thanks to the Tasar owners and sailors for lending tools, trolleys, spares, rigging, repairing, loading and unloading my boat from the roof of my car, showing me (several times!.) how to sail it and putting up with my various problems.....

Thanks to the crews of the rescue boats who I've kept busy, especially the crew who rescued us (and us alone) twice in one day (and nobody else) on a beautiful day with a force 2 wind.....

Thanks to the bar staff for accepting soggy notes and cheques that looked (and felt) as if they would disintegrate before they would get to the bank.....

Thanks to the galley staff for the tea and hot sausages.....

Finally, thanks to everyone else---- I've enjoyed my first season very much.

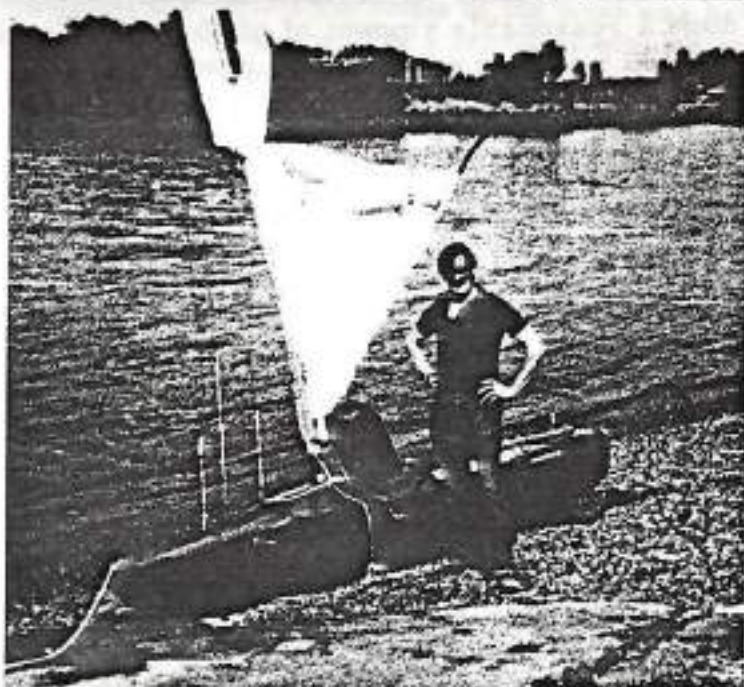
Steve Delacourt

You will no doubt have heard of One Man and His Dog, well this is the story of One Man and His Boat, the foreword is by Val Kuhn.

I first met Duncan many years ago, long before I became a Mum, he was always a great one for "projects" and a great enthusiast for good food and wines so when I came across this article I thought Wilsonian members would enjoy it. Who knows, could this new innovation threaten the established Single Handed classes? One thing for sure, the addition of the pantry would prove very useful on those long haul events like the Leigh Trophy and Commodores, so even if you were at the rear you at least would have the stores for consolation. I'm sure your all now agog, so read on.

## DUNCAN'S DINGHY

Alastair Duncan



Alastair Duncan with his DIY Dinghy.

The idea in the first place was to build a cheap and simply constructed boat which I could load single-handed onto a car. When I started it, 3 years ago, there was nothing quite suitable on the market; I did not have time or space to make a conventional mould, and anyway I like building things to suit my own requirements.

The original design concept comprise a strong hardwood interior keel with marine ply bulkheads fitted across it (the "ribs"). The skin was to be formed of planks of fibreglass made professionally, which would be thin enough to bend round the bulkheads and be pinned or taped at bow and stern. They would fit roughly together, then be attached by laying more fibreglass inside them.

Snag 1: the professionals could not produce the 12ft lengths required and insisted on a separate template (i.e.a full size model in a cheaper material) for each of the 24 planks

It was whilst I was kneeling on the dining room table sawing my way through miles of hardboard that it dawned on me that they had compelled me to do what I had been trying to avoid-i.e. make a mould. So I pinned the hardboard templates round the frame, and laid the fibreglass directly onto them.

The front half of the boat is decked in covering compartments filled with plastic foam so that it is unsinkable-well theoretically anyway! It has unusual design features, including two centreboards one on each side, angled outwards so that they are vertical when the boat is heeling over when sailing into the wind. The mast is in two sections which bolt together and the sails have been cut from a large sail made for a 30ft yacht which I bought secondhand.

In the end the boat turned out, as so many amateur efforts do, to be a much bigger and more expensive undertaking than forecast. It is heavier and stronger than intended because when the hull was finished I used to sling it from the rafters of my garage. I failed to notice that the webbing slings were getting a bit frayed and of course they

parted! The bow dropped 7ft onto the concrete floor and, as I cowered against the wall, it bounced off first one surface then another. Had it not been for the skin keel it would simply have split in two and I could have thrown it away and gone back to a normal life. As it was, although there were compression fractures on the hull I was able to repair them by applying more fibreglass.

Intended to be for cruising rather than racing, another special feature in my design is a large central compartment for the storage of wines, pate and other delicacies, which have to be what yachting is really all about!

---

AN ENTERPRISE SAILOR MUCKS ABOUT IN A KEEL BOAT. . . Ian Matheson E2733

---

It all began last winter when, after wondering what to do while the Enterprise was tucked up in the garage and the car shivered outside. I decided to do a shorebased RYA Yachtmaster's course. I had done a reasonable amount of offshore sailing so it seemed a sensible course to go on as well as being an interesting way of spending some of those dark winter evenings. While on the course I bought a couple of raffle tickets from a fellow student expecting, as usual, not to get within sniffing distance of the prizes. Absolute amazement is how to describe my reaction when I discovered I had won first prize-a weeks charter of a 27 foot cruiser based at Falmouth.

Eventually we struck on a week in September when all the crew were available and we decided to pay the difference and charter a 32 foot "Symphonic" built by Jeanneau called "Le Bunge". September was a long time coming this summer but we finally found ourselves squeezing out of the laden car in the marina car park at Falmouth. We had a warm welcome from Charles Foster, of Osmos Yacht Charter who helped us down to the boat with our gear and provisions (largely liquid). He showed me over the boat which had a fairly standard layout; able to sleep eight but I would not fancy drawing the short straw and getting the pilot berth. For a crew of four we had plenty of room and proceeded to get everything stowed and to check over basic essentials like how many drink glasses and the charts and almanacs in that order of priority. As Charles Foster was going over the sail wardrobe (No. 1 and No. 2 genoa, No. 1 jib, storm jib and spinnaker) he mentioned that she handled much like a dinghy and that it was best to reef down early as a result. I thought about the number of times I have reefed the Enterprise and when I last used the cruising sails- I could not remember.

The first evening was hardly livened up by the shipping forecast of gales in all areas except Biscay! By morning things had eased to force 6-7 so we decided on a shake down sail in the Fal estuary under No. 1 jib and one reef in the main. After about half an hour of short tacking off St. Mawes, Carolyn, who I have been struggling to introduce to the fun of Enterprise sailing threatened never to set foot on a boat again! We sailed further into the estuary where the water was calmer and there was some protection from the wind. By now our tacking routine was looking less ragged and things seemed much more under control and we decided to explore further up the Fal river. Imagine our surprise when we round a bend in the river to come across the bow of a large cargo ship towering above us- then we spotted the anchor cables! It was like an elephants graveyard with about twenty modern ships laid up in the deep water channel.

The next day we decided to see if the Helford river is as beautiful as everyone says. We hoisted the No. 1 jib and 2 reefs in the main although we only had a wind of force 4-5, I didn't want to risk a mutiny! This was much easier on some peoples nerves

and we were still making the same speed through the water but without sailing "Le Bunge" on her ear all the time. The sun came out and we had a most enjoyable sail arriving in Helford just after lunch. We picked up a mooring and all agreed that Helford river is as beautiful as its reputation claims.

More gales made it a bumpy night on the mooring with much sheering by "Le Bunge" on her cable and leaving us little option next day but to have a run ashore. Helford is largely unchanged in appearance from what it must have been like last century, with some concessions to yachties added to it. After a lunch of crab salad and with tiddy oggies (pasties) bought for our supper, two of us decided to explore some of the river in the rubber dinghy. We explored Abraham's Bosom and Frenchman's Creek (remember Daphne Du Maurier) and were just having a look at Helford Passage across the river from Helford when the outboard spluttered to a stop with a dry fuel tank. It was a long row back against that wind and the tide although fair, could not help much. Just as the second gin bottle of the week was being broached that evening the wind dropped suddenly and we had a beautiful evening and sunset. Thoughts of Fowey came to everybody's mind and an early start was decided on.

Rising with the shipping forecast and a beautiful dawn. Not a breath in the river but we expected force 3 outside, which was there waiting for us, giving us a nice broad reach all the way to Fowey. We had an excellent sail taking four hours to cover 22 miles. The only incident being the log fouling with a fishing line. In Fowey I had a look to see if we had any line round the prop and sure enough I found about 15 feet of the stuff and an Asda carrier bag. I'll never shop there again! I eventually cleared the line by using a harpoon arrangement with a carving knife lashed to the boat hook so I could cut the line. We went ashore for a meal in the evening and a combination of my error in calculating the fall of the tide while ashore and slow restaurant service meant we found the rubber dinghy hanging against the harbour wall from its painter when we returned. Nothing like a little excitement to liven up the end to a nice evening ashore!

The forecast next day was force 4-5 locally 6 at times which was confirmed on VHF by Falmouth Coastguard. As we now only had two more days of the charter it seemed prudent to return to Falmouth in case the weather closed in again. We made Falmouth in one and a half hours with the tide under us. A large quartering sea made life quite lively below decks. The wind died on us a couple of times so we had to motor sail to try and reduce the violent roll the seas were inducing on the boat. The second time the wind died as we rounded St. Anthony Head into the Fal but returned having backed enough to force us to gybe from one broad reach to another and with a full force 6. We had quite an exhilarating sail to end the passage. Just like dinghy sailing as we surfed along the waves!

On our last day we woke to a cloudless sky and blazing sun and only about half of the force 3-4 that was forecast. This was a day for relaxing with an easy sail in the Fal estuary. For the first time we were able to hoist the No. 1 genoa and an unreefed mainsail. We had been itching to do this all week. We had a real soldiers wind and it was ideal for giving the ladies a feel of the helm and some free instruction. Carolyn enjoyed it so much she is now threatening to take over the helm of the Enterprise - what a change from the beginning of the week! We dropped the hook for lunch and lazed in the sun for a bit, watching the Enterprises, Mirrors, Lasers and Flying Fifteens racing in Carrick Roads and marvelled at the massive expanse of sheltered water so ideally suited to dinghy sailing, albeit without the interesting creeks and bays of the Medway.

We all agreed the charter had been a great success, our appetite was certainly whetted for more. Next time we may try the French Atlantic coast or even the Med.

# come and join us!

COME and JOIN US!

YES, COME DOWN AND JOIN A W.S.C. WORKING PARTY ON DEC. 11th,  
JAN. 8th, FEB. 12th and MARCH 11th.

IF ALL OUR 255 + MEMBERS CAN GIVE 2 OR 3 HOURS OF THEIR TIME ON ONE OR PREFERABLY ALL OF THE ABOVE DATES WE CAN ENSURE THE CLUB WILL GET OFF TO A FLYING START NEXT YEAR WITH NO LEFT-OVER JOB HICCUPS.

REPAIRS AND IMPROVEMENTS ARE PLANNED FOR THE CAR PARK, TRACK, DINGHY PARK, RACE BOX AND SLIPWAYS SO THERE IS A LOT TO BE DONE IN THE SHORT TIME AVAILABLE.

PLEASE BRING TOOLS, PICK AXES, SLEDGE HAMMERS, SPADES ETC ETC. SEE YOU DOWN THERE?

PS. If you don't feel up to swinging a sledge or pick, how about volunteering to come and light a bonfire (there is plenty of scrap wood around) and heating up some soup for the (willing?) workers.



THE BIG MOMENT FOR A WINTER WORKING PARTY

This excellent sketch by an anonymous Wilsonian contributor first appeared in the December 1977 issue of 31½ and as it seemed highly appropriate I thought it well worth including again. If the artist is still with the club I'd like more of the same please!

# 1984.... and all that

Bob Jones

George Orwell thought of 1984 as the year of Big Brother. At the Wilsonian it is not only the year we have our Silver Jubilee, it is the year we start in our new clubhouse.

We have a "Future Club Operation Committee" comprising myself, Ray Fryatt, Ken Crundwell, Tom Sims, Max Carnegie-Jones and John Cassell, looking at the move to the shore and how the club will then operate - if you have any ideas or suggestions please tell one of us. There will have to be a few changes in the Club rules which will be pursued later.

For many years our members have asked why we do not run the Medway Regatta from our club- well next year we are running all the dinghy racing for the Regatta which for dinghies will be Saturday and Sunday 21/22 July. We have worked hard to get what you want but it does mean we will need extra helpers those two days. When you fill in your renewal forms please indicate if you are willing to help on those two days.

Other dates for the new diaries:-

10th/11th March - London Dinghy Exhibition at Crystal Palace/11th WSC work party.  
Sunday 25th March - our season starts. With the very low turnouts of some fleets we are regrouping the boats for 1984, so that everyone can have good racing with races for Laser, Miracle, Enterprise, GP14, Fast Handicap and Slow Handicap with PY120 being the split between fast and slow handicap.

\*\*\*\*\*

ALL OUR YESTERDAYS. Whilst glancing through the December 1977 issue of 31½ mentioned earlier I came across Robin Musters report of the Laying Up Cup.

It struck me that that there appeared to be several similarities to the Laying Up Cup race that took place on October 23rd last. For example the weather, at least at first, was the same, bright and sunny but then apparently took a turn for the worse. The turn-out was also very good, 49 boats taking part, but the strangest coincidence was some problems with a coaster, and at almost the same spot.

This time the coaster was coming up and ran foul of the WSC fleet at 29, the coaster on this occasion deciding to leave the channel and pass the wrong side of the buoy, causing Robin to remark- "just as well it was high water". The race was won by Phil Holmes (GP), 2nd Simon Shaw (GP), 3rd Dave Vettergreen (ENT.) 4th Ray Blyth "After Ours"(GP) and Chris Stevens (Mirror), 6th R. Spurgeon (Fireball)

\*\*\*\*\*

## TAILPEICE...

Below the lonely sea-wall,  
Beside the straw thatched rick,  
Beside the red-bricked maltings,  
By strood and hard and wick,  
In quiet estuary, where sea with river meets,  
There rise our lofty topmasts,  
There lean our canted sprects.

(Bargemans Poem)